

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number ~~PG-79-110~~ PG: 79-110

Address: 16205 Swanson Road, Prince George's County - in the vicinity of Upper Marlboro

Owner: Buck, George R.

Tax Parcel Number: Sub. 4685 Tax Map Number: 85

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district? ☒ no ☐ yes Name of District: _____

Is district listed?: ☒ no ☐ yes

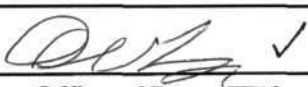
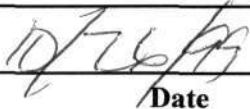
Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The two-story house at 16205 Swanson Road is a typical example of the modest folk form of the pyramidal house. The name is derived from the use of the hipped roof that is used for houses with nearly square plans. The entry porch has a front-gabled roof and two turned spindle porch supports. An one-story, screened-in porch with a half-hipped roof is located at the west elevation. The house is two-bays wide and the foundation is constructed with cement blocks.

Although Prince George's County experienced an increase in population during the early years of the 20th century, the growth was focused primarily on the northern section of the county. The communities around the streetcar lines and the eventual introduction of the automobiles, led an increase in suburban development in the sections of the county that could be easily reached from the nation's capital. The suburbs remained dependent on the city for jobs and services, and this is reflected in the early development within the project area. Most of southern Prince George's County remained rural around the turn of the century.

Prepared by EHT Traceries, Inc.

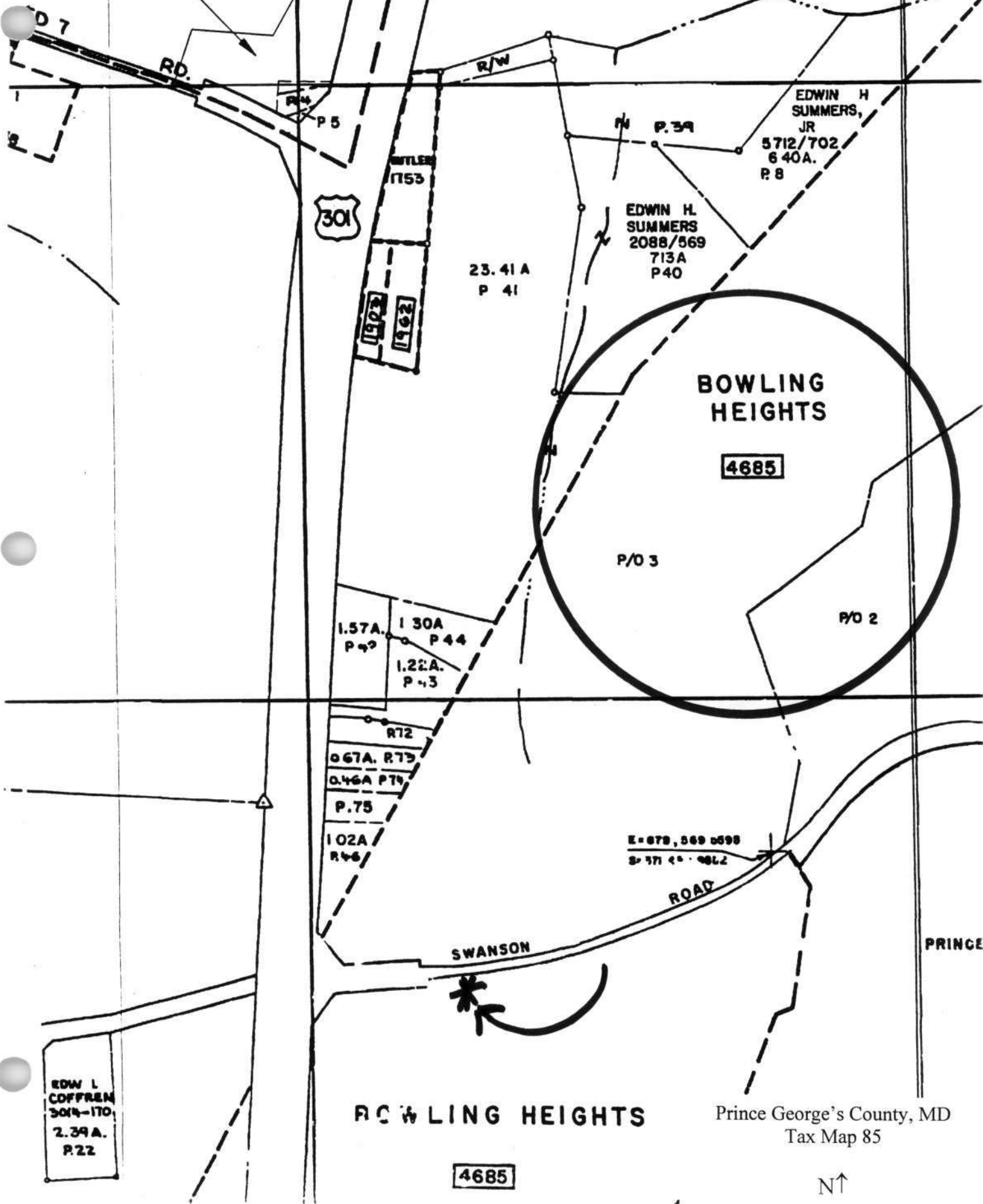
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input checked="" type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
 Reviewer, Office of Preservation Services	 Date
Reviewer, NR Program	Date

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The c. 1920 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

PAR.3

PG:79-110



BRISTOL
QUAD

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

PG: 74A-33
16012 Leland Rd.
(PG County)

PG: 79-85
2300 Crain Hwy. (F)

5861 IV NE
(LANHAM)

76°45'

349000m E

350

KIDWELLS CORNER 1.5 MI.

42°30"

PG: 79-86
2500 Crain Hwy. (PG)

PG: 79-87
2512 Crain Hwy.
(PG)

PG: 79-88
2516 Crain Hwy.
(PG)

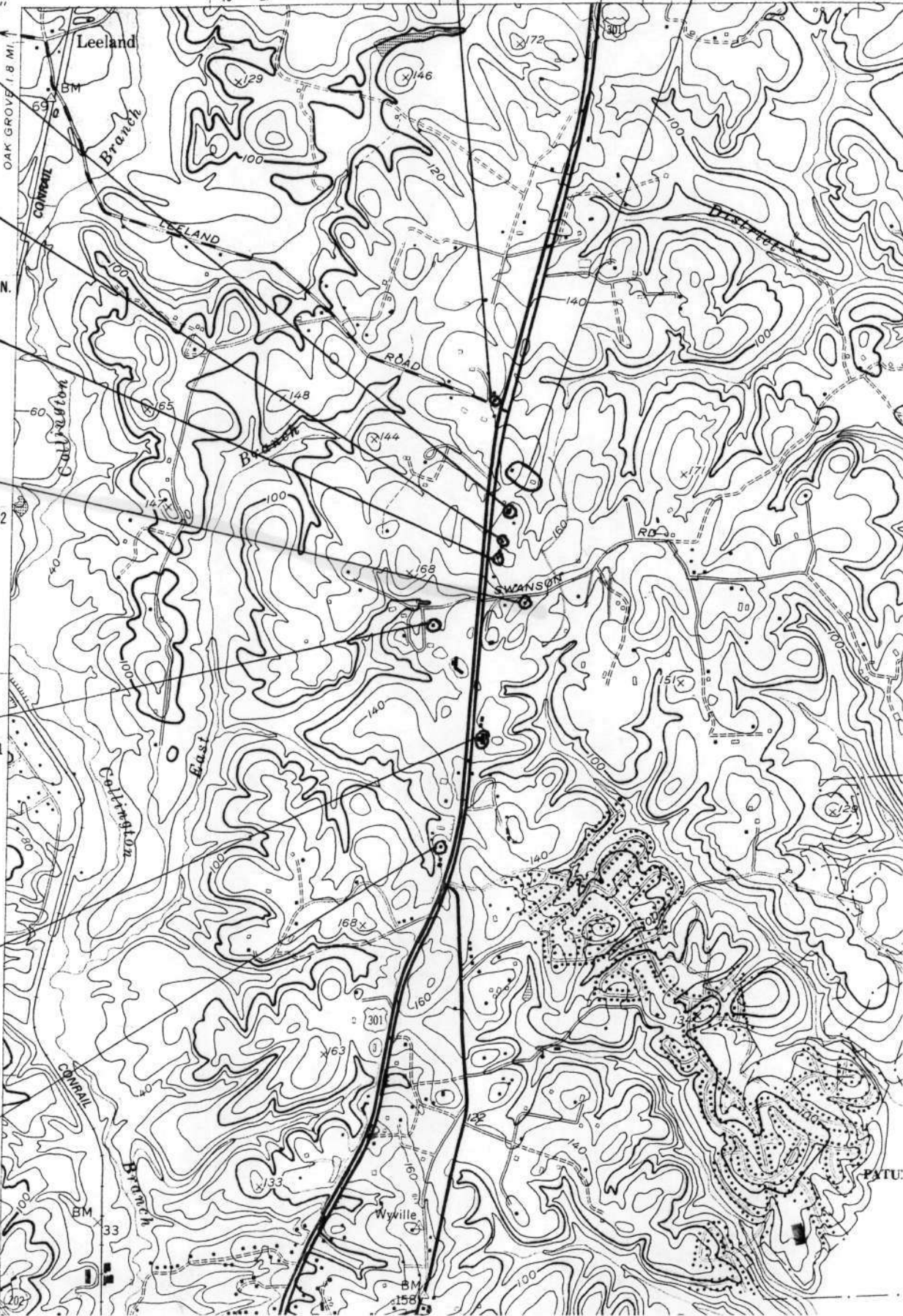
PG: 79-110
16205 Swanson Rd.
(PG)

PG: 79-89
2817 Crain Hwy.
(PG)

PG: 79-90
3100 Crain Hwy.
(PG)

PG: 79-91
3101 Crain Hwy.
(PG)

BLADENSBURG 14 MI.
LARGO (UNCL. MD 210) 7.6 MI.





~~01/20/00~~ PG: 79-110

16205 Swanson Road
Prince George's County, MD
Traceries

July, 1999
MDSHPO

View of north elevation

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